









than the amendment indicates, we fail to see that the bill would establish an objectionable monopoly, or that it would be open to the exceptions that have been taken to it. It is absurd to suppose that any company would be prepared to make the outlay which such a project would require, without a reasonable prospect of a return, and without seeking some security for this by an Act of Parliament. It can hardly be expected that any company with a shrewd regard for its own interests as well as for those of other people, will enter upon a project like the one under consideration without a monopoly for a reasonable term of years. There can be no solid objection to a monopoly where a proper equivalent is given by those who receive it. Neither can it be said that the passenger fares, for which this bill provides, are unreasonably high. In starting an enterprise of this kind it is necessary that it should be made a commercial success as well as a public convenience, and this could not be assured if the charges were made lower than those which were given in this bill. The chief objection to the measure is that it furnishes no provision for regulating the charges to the public by the profits of the company, and thus for supplying advantages on both sides, if the success of the scheme should warrant this. There ought, also, to be some limit fixed to the company's right of control over the throughfares of the city, and some provision for transferring the tramways from the company to the public authorities, if this should be found necessary in the public interest. The time specified for the completion of the work is also unreasonably long, and some clause should be inserted fixing a period at which the business should commence, as well as at which it should be discontinued.

The portions of the bill which give the company power to lease or to sell the tramways are also objectionable, inasmuch as they tend to give the whole affair the appearance of a mere commercial speculation for the sole profit of the company rather than of a bona-fide undertaking for the good of the community. Although no company can be expected to go into an affair of this kind without an eye to its own side of the bargain, it is unreasonable to expect that Parliament will pass such a bill as this without an eye to the people's side also. As the bill stands at present it gives the privileges for the most part to the tramway company, and the responsibilities to the people on whom the company is to trade. In this respect it is desirable the bill should wear a new complexion before it is passed through Parliament, and the municipal rate which is stipulated might be made larger without paying too much for the very great privilege that is conceded. Experience elsewhere has shown that where such a license as the one asked for in this bill is granted, the conditions attached to it cannot be made too definite or too stringent. The bill introduced into the English Parliament last year for the purpose of using mechanical power for locomotive purposes on ordinary roads, aimly empowered the Board of Trade to issue licenses sanctioning for twelve months the experiment, and although under circumstances like ours such a sanction would have to be granted for a longer period than this, it would have to be attended with restrictions similar to those which have been found necessary at home, and which are certainly conspicuous for their absence from Mr. Darwin's bill.

As to the arguments not against the bill but against the undertaking which it proposes to sanction, they are for the most part the result of ignorance or prejudice. The objections of Mr. CAMERON and Mr. MACINTOSH have been answered all over the world by the logic of facts. Wherever street tramways have been properly tried they have become not merely conveniences but necessities, and there is nothing sufficiently peculiar in the circumstances of Sydney to prevent their doing here what they have already done in most of the large cities of Europe and America. The two objections to street tramways hitherto have been that the streets in which they have been laid down are too narrow, and, that the tram used has been laid above the surface of the roadway, thus rendering the passing of other vehicles difficult, and sometimes well-nigh impossible. Although Sydney streets are sufficiently narrow everywhere, the streets, or portions of streets through which the tramway is proposed to be taken are sufficiently wide to allow of the carrying on of this scheme without any serious inconvenience to traffic of other kinds. They are at least as wide as streets so used generally are in other parts of the world. As the rails are to be countersunk in the roadway, and are not to rise above the level of the street surface, no danger can be apprehended from the hugging of wheels, the straining of axles, or from obstruction to vehicles in any shape whatever. On rails thus laid, ordinary vehicles can run with the utmost ease.

Nor has the argument that the granting of permission to lay down the tramways proposed would interfere with the bringing the railway into the city any force whatever. At present the city railway is not likely to cover more than one route, and the tramways proposed will cover more than a dozen. Besides it has been shown that wherever tramways have been tried—and in many large cities they are used on routes conterminous with railway lines—instead of interfering with railway traffic they have proved auxiliaries to it. Referring to London, our correspondent stated the other day that the expansion of the great metropolis has been considerably accelerated by the popularity of the tramway system, which has made access to the suburbs wonderfully cheap and expeditious, without in any way interfering with the ordinary omnibus or railway traffic. This is a somewhat unexpected result, as it was confidently anticipated that the success of the tramway system could be obtained only at the expense of other modes of conveyance. At first the trams were imported from America, but during the last few weeks several of English make, equally commodious but considerably lighter and convenient, have been introduced. When the use of steam is allowed, travelling in the suburbs will become still cheaper, and an approach made towards a successful solution of the grave problem, occasioned by the continued demolition of working-class neighbourhoods, for the purpose of public improvements. As our correspondent intimates, the chief objection to the tramway system, where conducted in the absence of mechanical power, lies in the strain it makes on horses. On the irregular streets of Sydney this strain would probably be found

to be very great. Under the provisions of a well-considered Act of Parliament, however, such an enterprise as the one that was introduced by Mr. DRIVER last week would be found to be not only an experiment, but a general convenience and a certain success. If once adopted under the improved system, the citizens of Sydney, instead of objecting to it, as it has been stated they do, would largely avail themselves of it, and refuse to part with it.

## NEWS OF THE DAY.

The arrival of two of the English mails is announced. The Australia (s.), via San Francisco, arrived at Auckland last evening, bearing the mails from London to September 19th. She should reach Sydney on Sunday next. From Port Darwin we learn of the arrival there of the E. and A. M. Company's steamer Bowen. The Bowen, in calling at Port Darwin, has made a somewhat unusual voyage. The Torres Straits steamers are usually reported from Cooktown. Probably her calling at Port Darwin was occasioned by having Chinese passengers for that port. The English dates for Bowen (s.) are to September 18, one day later than those via San Francisco.

The Hon. the Colonial Secretary has received a cablegram from the Agent-General, informing him that the ship Southampton left London on the 17th instant for Sydney, with 427 immigrants.

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## Auction Sales.

BROWN DRILLS, STRIPED DRILLS, UNION AND COTTON TICKS, BOYLE'S PRINTS, BUCK TOWELS, ALBERT TOWELS, SPONGE CLOTHS, TWEEDS, FANCY COATINGS, LINEN DAMASKS, MEN'S AND BOYS' CLOTHING, &c.

TO-MORROW, Thursday, and FRIDAY, 24th and 25th instant, at 11 a.m. each day.

CHAS. MOORE and CO. will sell by auction, at their Rooms, 167, Pitt-street, TO-MORROW, Thursday, and FRIDAY.

The following new goods just landed, ex above ships:

Union and cotton ticks  
Hoyle's and Crum's fancy prints

Homespun, hand towels

Huck and albert ditto

Silk sponge cloths

Forsters' hand settings

Men's black with pages

Ditto fancy diagonal ditto

Ditto blue twill trousers

Ditto blue twill trousers to match

Boys' twill E. B. and victor suits

Ditto blue serge sailor ditto

Blue and white damask

Grey merino calicos and sheetings

Pillow linens, linen sheetings

Table and mattocks quilts

White and Oxford shirts

B. and Y. ditto

Men's and boys' french felt hats

W. E. B. and tweeds

Cooling ditto

64 yards.

Terms at sale.

To the Retail Drapery Trade.

Stock of a Suburban Draper, giving up business.

CHAS. MOORE and CO. will sell by auction, at their Rooms, 167, Pitt-street, TO-MORROW, Thursday, 26th instant, at 11 o'clock.

The firm of a retail draper, comprising—

Calicoes, ticks, dimities, tweeds, linens,

Towels, lace, hose, shirts, flowers,

Hats, handkerchiefs, &c.

Terms at sale.

To Drapers, Woolen Merchants, Tailors, &c.

M. A. LANDY will sell by auction, at Smith and Co. Rooms, 167, Pitt-street, George-street, nearly opposite the 1st Bank, THIS DAY, Wednesday, October 21, at 11 a.m.

A choice assortment of

COTTON MATERIAL MANTLES FICHES

PARASOLS SUN SHADES

LOOMS LACE GOODS, &c.

At 100/- GOLELLINS from well-known manufacturers, and several cases of first-class GERMAN TWEEDS, double width.

TERMS AT SALE.

MACKAY SUGARS.

JUST ARRIVED ex MINT.

Comprising—

FINEST WHITES.

Ditto COUNTERS and YELLOWS.

Day of Sale, WEDNESDAY,

October 23, at 11 o'clock.

At the City Mart.

By order of the Consignees.

L. E. THRELKELD and CO. will sell by auction, at their Rooms, THIS DAY, October 23, at 11 o'clock.

First crop sugar, just arrived.

2300 packets.

Full particulars at sale.

Terms liberal.

COLONIAL SUGARS, JUICE ARRIVED, &c.

At NEW ENGLAND CITY OF GRAFTON, 1762 packets sugar

comprising—

Linen, cotton, &c.

and Brown, for positive unreserved SALE.

WEDNESDAY, October 23, at 11 o'clock.

Full particulars at sale.

Terms at sale.

ELME RAISINS, JUST LANDED,

for POSITIVE UNRESERVED SALE.

on WEDNESDAY, October 23, at 11 o'clock, under instructions from the Importer, Messrs. LORIMER, ROME, and CO.

L. E. THRELKELD and CO. will sell by auction, at their Rooms, THIS DAY, October 23, at 11 o'clock.

100 boxes Indian sugar.

Terms at sale.

LINKED METAL.

L. E. THRELKELD and CO. will sell by auction, at their Rooms, THIS DAY, at 11 o'clock.

15 cases linked metal.

Terms at sale.

CLEARING SALE,

at the CITY MART, on WEDNESDAY,

October 23, at 11 o'clock.

IN THE BACK STORE.

Owing to alterations it will be necessary to clear the store, and all goods submitted will be sold WITHOUT RESERVE.

VENDORS are respectfully asked to remove goods not to be sold, in accordance with above.

Important to General Dealer, Grocer, Provision Merchant, &c. &c.

L. E. THRELKELD and CO. will hold a General CLEARING SALE, THIS DAY, October 23, at 11 o'clock.

Large interests will be cleared out.

Terms at sale.

GALVANIZED C. IRON, 5 to 9 FEET LENGTHS.

FOR POSITIVE SALE, at the City Mart, on THURSDAY, October 24, at 11 o'clock.

L. E. THRELKELD and CO. will sell by auction, at their Rooms, on THURSDAY, October 24, at 11 o'clock.

Invoice of the ABOVE.

Full particulars at sale.

TERMS AT SALE.

TO THE BOOT AND SHOE TRADE, COUNTRY BUYERS, &c.

IMPORTANT SALE OF NEW GOODS, AND UNRESERVED SALE OF BALANCES OF SHIPMENTS, WHICH WILL BE CLEARED TO THE HIGHEST BIDDER.

FRIDAY, 29th OCTOBER.

EXCELLENT OPPORTUNITY OF SORTING UP STOCKS.

L. E. THRELKELD and CO. have been favoured with instructions to sell, at the City Mart, on FRIDAY, at 11 o'clock, ex above.

AN EXCELLENT AND VARIED ASSORTMENT OF BOOTS AND SHOES.

TERMS, LIBERAL.

IMPORTANT INVESTMENT.

Magnificent new SCREW STEAMSHIP "THE CLARENCE."

by the DIRECTORS OF THE CLARENCE AND NEW ENGLAND STEAM NAVIGATION COMPANY.

FOR SALE BY AUCTION on THURSDAY, 31st October.

at the City Mart.

THIS SPLENDID NEW steamship is placed in the market for POSITIVE SALE, solely owing to the SINKING OF THE CLARENCE RIVER, which renders the NAVIGATION OF SUCH A CONVENIENT AND EXPEDIENT RIVER, AS THE CLARENCE, ING vessel as THE CLARENCE a matter of such moment that the Directors have determined to sell her to fulfil a more adventurous trade.

L. E. THRELKELD and CO. have received instructions from the Directors of the Clarendon and New England Steam Navigation Company to sell, at the City Mart

on THURSDAY, 31st October, at 11 o'clock.

The splendid new steamship THE CLARENCE, as well as the other vessels of the Clarendon and New England Steam Navigation Company, are BUILT especially for the C. and N. E. S. N. Co., and only sold for the reasons given.

The Clarendon was

built and engined by WINGATE and CO., of Glasgow, 1872, for a sum of £100,000.

LENGTH BETWEEN THE PILES, 223 feet 3 inches.

BEAM MOULDED, 90 feet.

DEPTH MOULDED, at least about 12 feet.

DEPTH MOULDED, 12 feet.

FITTED, with TWO PAIRS OF DIRECT-ACTING COM- PRESSED AIR, SURFACE CONDENSING ENGINES, 250 H.P., HAVING A DIA- PHRAGM, &c.

INTERNAL DIAMETER, LOW-PRESSURE CYLINDERS, 60 inches internal diameter, stroke, 20 inches.

THE CLARENCE is fitted with a large diameter

length of shell, 17 feet; working pressure of from 60 to 70 lbs. to square inch.

PALLET, 1000 tons.

AMMUNITION, 15000 lbs.

THE CLARENCE is 50 feet long, ample

space with accommodation for 64 persons.

PLAN OF THE BEST SALOONS on the coast of Australia.

THE CLARENCE is fitted for 400 passengers.

## Auction Sales.

PRELIMINARY NOTICE.  
ON MONDAY, 28 NOVEMBER, at 11 a.m.,  
MERTON LODGE, STANMORE ROAD.

IMPORTANT AND ATTRACTIVE UNRESERVED SALE  
VERY ELEGANT HOUSEHOLD FURNITURE AND EFFECTS,  
comprising  
SPLendid DRAWING-ROOM SUITE in walnutwood and  
walnut veneer, with a large sofa, 2 armchairs, 2  
ELGANT INLAID WALNUTWOOD CHIFFONIER, plate  
glass cases.

Hand-made and Walnut Loox and Occasional Tables

12. CUPBOARDS and BUREAUX

VERY VALUABLE OIL PAINTINGS, by Veres, C. Con-  
tini, and others; OLEOGRAVURES, by C. Con-  
tini, and others; and other articles.

The collection of documents and others is directed to  
the above.

MAGNIFICENT PIANOFORTES, by ELGARD

ELGARD, BIRMINGHAM, and others.

MAHOGANY DINING ROOM SUITE, in Spanish Mahogany, and  
covered with marquetry.

SPANISH MAHOGANY DINING TABLE, patent new (14  
feet long).

HANDSOME MAHOGANY SIDEBOARD, with plate-glass back,  
drawers, &c.

BOX-MAIL BOX, with 2 drawers; plays overture  
and similar and sacred music (24 tunes).

VALUABLE CLOTHES-WARDROBE

WALNUTWOOD BEDROOM SUITE

BEDROOM, Bedding, &c.

WARDROBES, Plate-glass Doors

LIBRARY FURNITURE

VALUABLE BUREAUX

ELGARD'S LADY'S CLOTHING

ELGARD's ladies' Cases, Bells, &c., complete, small size, by Alcock  
and Co.

VALUABLE AVIARY of Birds, in large case, on stand, contain-  
ing a large variety of Birds, comprising Diamond and Java  
Sparrows, Pheasants, Canaries, Quails, Parrots, &c., &c.

American Buggy, with hood; set of Silver-mounted American  
Harnes, &c., &c.

TO GENTLEMEN FURNISHING, FURNITURE BROKERS,  
and others.

HARDIE AND GORMAN have been favoured with in-  
structions from A. H. McCullagh, Esq., M.P. (account  
of his removal to the country), to sell at his residence,  
MERTON LODGE, STANMORE ROAD,

at 11 o'clock, on

MONDAY, 28 NOVEMBER,

THE WHOLE OF THE ABOVE VALUABLE HOUSE-  
HOLD FURNITURE AND EFFECTS.

CATALOGUES ARE IN COURSE OF PREPARATION.

The furniture, &c., will be on view previous to the day of sale.

TERMS, CASH.

AUCTION SALE.

On WEDNESDAY, 30TH OCTOBER.

200 SHARES SYDNEY FREEHOLD LAND BUILDING, and  
INVESTMENT COMPANY.

HARDIE AND GORMAN have received instructions to  
sell by public auction, at their Rooms, 175, Pitt-street, at  
11.30 o'clock, on

WEDNESDAY, 30TH OCTOBER,

200 SHARES in the above-named company, paid up to 7d  
per share.

IMPORTANT SALE OF

VALUABLE FREEHOLD SUBURBAN PROPERTIES,  
consisting of

TWO FIRST-CLASS SEMI-DETACHED VILLA RESI-  
DENCES,

ASHFIELD, ASHFIELD, ASHFIELD,

and

SEVERAL GOOD BLOCKS OF BUILDING LAND,

WAVERLEY, WAVERLEY, WAVERLEY.

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